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**From:** Deegan, Dave [Deegan.Dave@epa.gov]  
**Sent:** 10/20/2020 8:56:05 PM  
**To:** R1 Executives All [R1ExecutivesALL@epa.gov]  
**Subject:** FW: Daily News Clips: Afternoon Edition 10-20-20

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**From:** Enos, Kendra  
**Sent:** Tuesday, October 20, 2020 4:56:01 PM (UTC-05:00) Eastern Time (US & Canada)  
**To:** AO OPA OMR CLIPS  
**Subject:** Daily News Clips: Afternoon Edition 10-20-20

**Air**

[Hydrite Chemical facing EPA fine over hazardous air pollutants](#)

**Covid-19**

[EPA Announces First-Ever Approval Pathways for "Long-Lasting" Anti-Viral Disinfectants, Coatings, and Surfaces](#)

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**Air**

[Hydrite Chemical facing EPA fine over hazardous air pollutants](#)

<https://www.jsonline.com/story/news/local/wisconsin/2020/10/20/hydrite-chemical-facing-epa-fine-over-hazardous-air-pollutants/5984094002/>

Laura Schulte  
Milwaukee Journal Sentinel

A Cottage Gove factory is facing a civil penalty of \$480,500 after a settlement with the Environmental Protection Agency over hazardous air pollutants.

Hydrite Chemical Co. of Wisconsin is facing the penalty for allegedly violating the Clean Air Act and is being asked to conduct a leak detection and repair audit after its facility was inspected and found to be leaking pollutants into the air, according to a release from the EPA.

Documents show that the plant exceeded its limits of 25 tons of hazardous materials released per year, from at least 2014 to 2017.

The issues were found during investigations in 2017 and 2019.

The chemical blending and manufacturing facility in Cottage Grove manages and processes spent solvent provided by other companies, the complaint against the company said. Under the ruling from the EPA, the company will now be required to monitor and accurately calculate its air emissions, and establish limits on hazardous air pollutants that it will comply with.

Hydrite's legal counsel, Thadd Stankowski, said in a statement that the emissions mentioned in the complaint involved incidental releases during normal plant operations and did not pose any harm to the health of the environment or the surrounding community.

"Hydrite worked closely with the EPA to resolve the situation, and implemented solutions that exceed regulatory requirements in order to further reduce the potential for even minor discharges," he wrote in an email. "This includes installing advanced fittings and upgrading equipment. We are also providing additional training and monitoring measures."

The settlement will be finalized after a 30-day public comment period and final court approval, the release said. The comment period has not yet been scheduled, according to the U.S. Department of Justice website.

Hydrite is headquartered in Brookfield and operates plants in Wisconsin, Illinois, Iowa, Indiana, California and Texas.

Laura Schulte can be reached at [leschulte@gannett.com](mailto:leschulte@gannett.com) and [twitter.com/SchulteLaura](https://twitter.com/SchulteLaura).

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## Covid-19

EPA Announces First-Ever Approval Pathways for "Long-Lasting" Anti-Viral Disinfectants, Coatings, and Surfaces  
<https://www.jdsupra.com/legalnews/epa-announces-first-ever-approval-34757/>

### Key Takeaways:

**What Happened:** EPA announced a new and expedited review process for surface disinfectant products with residual anti-viral efficacy claims of up to 24 hours, as well as a new category of "supplemental" residual antimicrobial products such as hard-surface coatings, paints, and impregnated solid materials with efficacy claims of weeks or years. Although these supplemental residual products do not independently meet EPA's standards for disinfectants, they can be used together with EPA-registered disinfectants to provide additional, ongoing antimicrobial protection.

**Who's Impacted:** Manufacturers and distributors of disinfectant and supplemental antimicrobial products that are potentially effective against the novel coronavirus for an extended time following application.

**What Should They Consider Doing in Response:** Evaluate product eligibility under EPA's announced procedures for expedited data review, and consider whether to submit comments on EPA's interim guidance to the Agency.

For the first time, manufacturers of antimicrobial pesticides can seek U.S. Environmental Protection Agency (EPA) approval of "long-lasting" or residual claims for antimicrobial surface disinfectants, surface coatings, and impregnated solid materials that may be effective against the novel coronavirus, SARS-CoV-2, and other viruses. EPA's new interim guidance, published on October 14, 2020, represents EPA's first-ever recognition of residual anti-viral claims for any antimicrobial products under the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA).

Disinfectants, sanitizers, and other substances intended for use on objects and surfaces against microorganisms are considered antimicrobial pesticides and cannot be sold or distributed unless they are first registered by EPA under FIFRA. EPA considers antimicrobial pesticides intended to control viruses and other microorganisms that pose a threat to human health to be "public health" products, and any claims for use against a specific public health pathogen must be supported by efficacy data reviewed by EPA. If a particular pesticide is already registered and its producer would like to

add antimicrobial claims to its label, the producer must submit a registration amendment application and, as for an initial registration application, support those new claims with efficacy data.

To date, EPA has approved over 500 disinfectant products for distribution and use against the novel coronavirus, which are listed on EPA's List N. Until now, however, EPA only approved disinfectants with claims for activity upon contact with a surface, and did not recognize claims for any extended or long-lasting efficacy against viruses or other public health microorganisms. In August 2020, EPA approved the first-ever use of a surface disinfectant with residual antiviral efficacy of up to seven days under a FIFRA emergency exemption; however, this unregistered product is only available for use by specific parties and at specific locations in Texas. Under EPA's new guidance, the Agency will now consider approving similar claims for registered products that will be available for use by the general public.

#### Long-Lasting Efficacy Claims

In its new guidance, EPA announced expedited decision timelines for three new categories of products with residual efficacy claims: disinfectants on (or eligible for) List N, with residual efficacy for up to 24 hours; supplemental residual antimicrobial coatings and films, with residual efficacy measured in weeks; and supplemental residual antimicrobial fixed or solid surfaces, with residual efficacy measured in years.

Supplemental residual antimicrobial products could include EPA-registered surface coatings, or solid EPA-registered materials that incorporate antimicrobial agents. Under EPA's guidance, use sites for these supplemental products must be limited to hard, non-porous surfaces, although EPA will also consider proposed uses in or on textiles and other material types upon consultation with EPA on a case-by-case basis prior to submission of an application.

These supplemental residual products do not meet EPA's criteria for disinfectants and are only intended to provide supplemental protection between routine applications of EPA-registered disinfectants. EPA will require that all approved supplemental residual antimicrobial products be labeled to this effect, and provides appropriate qualifying label text in the interim guidance. Once approved, supplemental residual antimicrobial products will be listed on a separate appendix to List N.

#### Product Stewardship Requirements

According to EPA, supplemental residual antimicrobial products present unique challenges to ensuring their proper use and compatibility in combination with traditional disinfection practices. For this reason, EPA intends to require as a term of registration that all registrants of such products prepare and implement a written stewardship plan to support their responsible use. These plans must include marketing materials that clearly and consistently provide the required disclaimer language, community outreach, customer feedback, and development of a product stewardship website. EPA may deny or cancel the registration of a supplemental residual antimicrobial product if the registrant's submitted stewardship plan is insufficient or not adequately or timely implemented.

#### Public Comment

Though expedited review of the products described above is available immediately, EPA is also accepting public comment on its interim guidance for sixty days, ending Friday, December 11, 2020.

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#### Emissions

EPA US Environmental Protection Agency : to Award up to \$5.5 Million for Clean Diesel Projects in Mid-Atlantic Region  
<https://www.marketscreener.com/news/latest/EPA-U-S-Environmental-Protection-Agency-to-Award-up-to-5-5-Million-for-Clean-Diesel-Projects-in-M--31576543/>

10/20/2020 | 02:35pm EDT

PHILADELPHIA (Oct. 20, 2020) - The U.S. Environmental Protection Agency (EPA) today has awarded up to \$5.5 million in clean diesel funding to the Mid-Atlantic Region organizations to support their clean diesel programs and projects to reduce emissions.

The organizations include the Mid-Atlantic Regional Air Management Association, Inc. (MARAMA), for a \$1.7 million award, the Virginia Port Authority for a \$2.4 million award and the National Biodiesel Foundation for a \$1.4 million award.

At a recent press conference in Minnesota, EPA Administrator Andrew Wheeler announced over \$73 million nationally in grants and funding expected to be awarded to support numerous clean diesel programs and projects across the country at the state and local level.

Over \$50 million in Diesel Emissions Reduction Act (DERA) National Grants Program funding is expected to be awarded this year for projects aimed at reducing diesel emissions from the nation's existing fleet of old engines and vehicles. Additionally, EPA anticipates providing approximately \$23.5 million under DERA's 2020 State Grants program to 48 states and four territories to implement their own diesel emissions reduction programs.

'EPA is proud to support our partners as they deliver cleaner air benefits to local communities across the country,' said EPA Administrator Andrew Wheeler. 'New diesel engines operate cleaner than older engines, and for each dollar invested in clean diesel projects, communities get \$13 in cumulative health benefits.'

'Taking steps to reduce emissions from older diesel engines rates among some of the most cost-effective measures we can take to improve the air we all breathe,' said EPA Regional Administrator Cosmo Servidio. 'Reducing diesel emissions helps everyone breathe easier especially children and vulnerable populations.'

The combined emissions of criteria pollutants and their precursors has dropped 7%. In the past three years, we saw the following drops in emissions of criteria and precursor pollutants:

Nitrogen Oxides (NOx) down 10%.  
Particulate Matter 2.5 (PM 2.5) down 1%  
Sulfur Dioxide (SO2) down 16%  
Carbon monoxide (CO) down 6%  
Volatile Organic Compounds (VOC) down 3%

Over the last three years, EPA will have awarded about \$300 million in grants and rebates to modernize the diesel fleet and speed the turnover to cleaner on and off-road heavy-duty trucks and equipment. Much of this assistance has been provided to help better protect areas with poor air quality and highly concentrated diesel pollution, such as ports and distribution centers.

To support the Administrator's clean air goals, the agency anticipates awarding these grants once all legal and administrative requirements are satisfied. So far in 2020, EPA has finalized awards for 41 clean diesel projects and programs. The agency anticipates completing additional awards throughout the rest of the year. Details of the grants that have been finalized to date for the Mid-Atlantic Region include:

Mid-Atlantic Regional Air Management Association Inc.(MARAMA) - is receiving \$1.7 million for a workboat engine and drayage truck replacement program.

The Virginia Port Authority is receiving \$2.4 million for a hybrid shuttle carrier replacement project.

The National Biodiesel Foundation - will receive \$1.4 million for its efforts to reduce diesel emissions and exposure in the Washington, D.C., area by replacing municipal vehicles with new biodiesel-powered units. The project will significantly reduce emissions of diesel particulate matter and other pollutants such as nitrogen oxides, carbon monoxide and hydrocarbons.

As the new grants are finalized and awarded, details on recipients, funding amounts, and project types will be listed on the DERA program webpages. For more information, please visit <https://www.epa.gov/dera>.

## Background

DERA funded projects typically include retrofitting or replacing legacy school buses, transit buses, heavy-duty diesel trucks, marine engines, locomotives and other heavy-duty equipment with new, cleaner technologies.

EPA - U.S. Environmental Protection Agency published this content on 20 October 2020 and is solely responsible for the information contained therein. Distributed by Public, unedited and unaltered, on 20 October 2020 18:34:05 UTC

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## Emissions

EPA orders 3 trucking companies to pay more than \$400,000 for violating CARB's pollution regulations

<https://www.thetrucker.com/trucking-news/business/epa-orders-3-trucking-companies-to-pay-more-than-400000-for-violating-carbs-pollution-regulations>

By The Trucker News Staff -October 20, 2020

Three trucking companies have been ordered to pay a total of more than \$400,000 in penalties for violating California's regulations regarding truck emissions.

SAN FRANCISCO — Three interstate trucking companies must pay \$417,000 penalties for violating the California Air Resources Board's (CARB) federally enforceable Truck and Bus, Drayage and Transport Refrigeration Unit regulations, the U.S. Environmental Protection Agency (EPA) announced Oct. 16.

The announcement highlighted separate administrative settlement agreements with three companies: Roadrunner Transportation Systems Inc. operated heavy-duty diesel vehicles that lacked the diesel particulate filters required by CARB's Truck and Bus Regulation and operated unregistered, noncompliant drayage trucks. The company also hired carriers to transport goods in California without verifying that the vehicles complied with the Truck and Bus Regulation and dispatched drayage trucks without required record-keeping. As part of the settlement, the company will pay a \$117,000 civil penalty and has agreed to use compliant trucks.

Ruan Transportation Management Systems Inc. operated heavy-duty diesel trucks in California that lacked the required diesel particulate filters. Ruan also failed to verify that the carriers it hired to transport goods in California complied with CARB's Truck and Bus Regulation. Ruan is the first company cited by EPA for failing to timely meet specified particulate-matter emission reductions in transport refrigeration equipment under State of California requirements. As part of the settlement, the company will pay a \$125,000 civil penalty and will use compliant trucks.

Boise Cascade Co. failed to verify that the carriers it hired to transport goods in California complied with the state's Truck and Bus Regulation. As part of the settlement, the company will pay a \$175,000 civil penalty and has agreed to use compliant trucks.

"As trucks are one of the largest sources of air pollution in California, EPA will continue to ensure these heavy-duty vehicles have the needed pollution-control equipment and operate in compliance with the rules," John Busterud, EPA's Pacific Southwest regional administrator. "These companies have agreed to bring their trucks into compliance and operate more cleanly in all communities they serve."

According to a statement from the EPA, transportation is a primary contributor to the high levels of air pollutants in Southern California and the Central Valley. Diesel emissions from trucks are one of the state's largest sources of fine particle pollution, or soot, which is linked to health issues including asthma, impaired lung development in children, and cardiovascular effects in adults. Many of these trucks are older models and emit high amounts of particulate matter and nitrogen oxides.

For several years, California's Truck and Bus Regulation and Drayage Truck Regulation have been part of the state's federally enforceable plan to attain cleaner air. California requires trucking companies to upgrade vehicles they own to meet specific particulate matter and nitrogen oxides performance standards and to verify compliance of vehicles they hire or dispatch.

Heavy-duty diesel trucks in California must meet 2010 engine emissions standards or use diesel particulate filters to reduce the diesel particulate emissions into the atmosphere by 85% or more. Owners and operators of drayage trucks operating in California must meet specific emissions standards and register these trucks with the state. Under California's Transport Refrigeration Unit Regulation, owners and operators of transport refrigeration equipment that operate in the state must meet performance standards that reduce particulate emissions by at least 50% (or 85% by certain deadlines, depending upon the model year and horsepower of the equipment).

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## Emissions

Volvo Trucks awarded \$21.7M from U.S. EPA and South Coast AQMD to deploy Class 8 VNR Electric zero-emission trucks <https://www.vehicleservicepros.com/industry-news/vehicles/press-release/21159054/volvo-trucks-north-america-volvo-trucks-awarded-217m-from-us-epa-and-south-coast-aqmd-to-deploy-class-8-vnr-electric-zeroemission-trucks>

The 70 Volvo VNR Electric trucks deployed through this grant are anticipated to provide lifetime emission reduction benefits in excess of 152.63 tons of NOx, 1.317 tons of PM2.5, and 53,160 tons of CO2, the company says.

Volvo Trucks North America  
Oct 20, 2020

Polb Vnr Electric Lead Truck Parade Of Clean Vehicles Volvo Trucks

Photo courtesy of Volvo Trucks North America

Volvo Trucks North America was awarded \$21.7 million in grants to deploy 70 VNR Electric trucks in Southern California for regional freight distribution and drayage. The U.S. Environmental Protection Agency's (EPA) Targeted Air Shed Grant Program is providing \$20 million in funding, supplemented by \$1.7 million from the South Coast Air Quality Management District (South Coast AQMD) for charging infrastructure, to improve air quality in the region.

Volvo Trucks will deliver the EPA-funded VNR Electric trucks to Southern California fleet operators starting in 2021 through the third quarter of 2022, allowing for at least a full year of operations by the end of the project period in 2023. The announcement comes as Volvo Trucks nears the official commercial launch of its VNR Electric truck model later this year.

Volvo Trucks will leverage best practices learned from the Volvo LIGHTS (Low Impact Green Heavy Transport Solutions) project, its collaboration with South Coast AQMD and 13 other organizations to develop an end-to-end blueprint to successfully introduce battery-electric trucks and equipment into the market at scale. Combined with the other 25 truck deployments through the Volvo LIGHTS project, Volvo Trucks is committed to delivering nearly 100 VNR Electric trucks to the region for zero-emission freight transport.

"This grant provides Volvo Trucks with an excellent opportunity to further expedite the success of the ecosystem designed through the Volvo LIGHTS project to support the wide-scale deployment of battery-electric heavy duty trucks," said Peter Voorhoeve, president of Volvo Trucks North America. "We applaud the EPA and South Coast AQMD for addressing the key issues in advancing electromobility and incentivizing technology investments in the region, and are proud they continue to trust in Volvo Trucks North America to lead the acceleration of Class 8 zero-emission vehicles."

The EPA Targeted Air Shed Grant Program focuses on the regions that have the highest ozone and particulate matter (PM) pollution, including California's South Coast Air Basin. South Coast AQMD is the agency responsible for attaining state and federal air quality standards for this region – including the counties of Los Angeles, Orange, San Bernardino, Riverside, and the Coachella Valley.

"The EPA Targeted Air Shed Grant has enabled South Coast AQMD to continue partnering with Volvo Trucks for the swift deployment of nearly 100 heavy-duty zero-emission trucks," said Wayne Nastri, executive officer for South Coast AQMD. "Innovative collaborations like this are key to bringing clean air to Southern California. South Coast AQMD is pleased to fund the charging infrastructure to support these new heavy duty trucks that will operate in disadvantaged communities facing the brunt of air pollution."

The 70 Volvo VNR Electric trucks deployed through this grant are anticipated to provide lifetime emission reduction benefits in excess of 152.63 tons of NOx, 1.317 tons of PM2.5, and 53,160 tons of CO2, the company says. As part of the project, South Coast AQMD will lead a data analysis effort to evaluate the full breadth of emission reduction opportunities presented by battery-electric trucks.

Volvo Trucks will also gather deployment data to further refine total cost of ownership calculations including actual vehicle maintenance and fuel cost savings – which can be even lower when combined with low carbon fuel standard credits and managed charging to reduce demand charges. Learnings from this project will allow Volvo Trucks to fine-tune the production at its New River Valley plant in Virginia, enabling seamless integration of the of the VNR Electric truck model into its manufacturing process for optimized, quality production.

“Volvo Trucks supports our pioneering fleet customers in paving the way to a real-world, sustainable transport future,” said Voorhoeve. “The large volume of early Volvo VNR Electric deployments in Southern California will help us kick-start this year’s successful commercial launch in North America.”

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## Oil

EPA Chief: You Don't Have To Ban Fracking If You Regulate It To Death

<https://thefederalist.com/2020/10/20/epa-administrator-andrew-wheeler-you-dont-have-to-ban-fracking-if-you-regulate-it-to-death/>

2020 Democratic presidential candidate Joe Biden wants to ban fracking. He doesn't say it like he used to a few months ago, but he doesn't have to.

By Tristan Justice

OCTOBER 20, 2020

2020 Democratic presidential candidate Joe Biden wants to ban fracking.

He doesn't say it like he used to a few months ago, but he doesn't have to. He made his position clear enough to the American people throughout the 12-month primary.

Since capturing the Democratic nomination however, the former vice president has appeared to shift his tone on the innovative practice for oil and natural gas extraction as not to spoil his chances in the critical rust-belt swing states such as Pennsylvania and Ohio.

“I do not propose banning fracking,” Biden tried to clarify during last week’s ABC town hall with former Clinton White House Communications Director George Stephanopoulos, going on to argue that emissions just have to be eliminated if its going to continue under a Biden administration. “It has to be managed very, very well.”

In other words, Biden is going to regulate it into oblivion.

Ban or no ban, EPA Administrator Andrew Wheeler told The Federalist in an exclusive interview published Monday it doesn't matter given the rhetoric from the Democratic ticket.

“I’ve heard him talking about fracking multiple times and every time it seems a little different,” Wheeler said. “But you don’t have to ban something if you regulate it to death. And the Obama administration was regulating it to death.”

Wheeler’s right of course. There are endless ways an administration run by Biden and California Sen. Kamala Harris could effectively weaponize federal regulatory agencies to functionally ban the the controversial practice without ever crafting explicit legislation doing so. They can tighten rules under the Clean Air Act, draw out permit application processes, axe tax incentives, pass burdensome red tape, halt the construction of new pipelines, and perhaps most consequentially, bar it on federal lands.

The Democratic ticket's platform indeed prominently endorses the elimination of new oil and gas permits on public lands and waters while setting a goal for net-zero emissions by 2050, an ambitious and nearly impossible timeline set 30 years from now. According to the Bureau of Land Management, onshore federal lands provide 8 percent of the nation's oil and 9 percent of its natural gas, while offshore production produces 15 percent of American oil and 3 percent of its gas.

Myron Ebell, an energy and environmental expert at the conservative-leaning Competitive Enterprise Institute (CEI), agreed with Wheeler's assessment and emphasized that the Biden-Harris platform is more about eliminating oil and natural gas altogether, which, in turn, includes fracking. Today, more than 95 percent of natural gas and oil wells are developed with hydraulic fracturing.

"An administration that was dedicated to reducing oil and gas production could do many things using existing regulations to put pressures on the industry and make it much harder to operate profitably," Ebell told The Federalist.

He highlighted how a potential Biden-Harris administration would already have all the regulatory tools at their disposal to crack down on fossil fuel production. "My expectation is that it will be at least as bad as the Obama-Biden administration, but probably quite a lot worse."

While the fracking boom happened under Obama's watch, the progressive White House was no friend of the fossil fuel industry. President Obama's war on coal provides a grim preview of what can happen when an administration decides to regulate producers out of business, where 83,000 jobs had been lost and 400 mines were closed since 2008.

Though economic forces have also been at play reducing coal's dominance as a primary source of U.S. power generation, those forces were no doubt been accelerated by the Obama administration's regulatory regime.

"If somebody wants to build a coal-powered plant, they can; it's just that it will bankrupt them, because they're going to be charged a huge sum for all that greenhouse gas that's being emitted," Obama said in 2008.

The chart below from the New York Times illustrates how natural gas has surpassed coal as a top source of power generation as coal becomes increasingly uncompetitive.

Ebell maintained that while the fracking boom still flourished under Obama which cut emissions to generational lows, it came to be despite the administration's hostility towards fossil fuels.

"The whole thing happened because of clever people in free markets in spite of government action," Ebell said.

In contrast, President Donald Trump has been proactive in propping up the industry, repealing Obama-era rules that sought to stifle innovation.

Biden and Harris meanwhile, have only pledged to ramp up government regulation on all fossil fuels, including natural gas and oil production which have radically reduced the nation's carbon footprint.

"I guarantee you we're going to end fossil fuels," Biden pledged at a New Hampshire campaign event last year.

Harris on the other hand, who flip-flopped on fracking during this month's vice presidential debate, is an original co-sponsor of the socialist Green New Deal which aims to phase out fossil fuels. The legislation is also explicitly endorsed on Biden's campaign website, who also tried to back away from his support of it during the first presidential debate.

"There's no question I'm in favor of banning fracking," Harris said during the Democratic primary. "Starting with what we can do on day one around public lands."



The American Petroleum Institute estimates that a ban on fracking would cost the United States upwards of 7.5 million jobs, with states such as Texas, California, Florida, Pennsylvania, and Ohio hardest hit, losing at least a half million each. Texas would lose more than 1.1 million.

A Biden-Harris administration doesn't need to endorse an explicit ban on fracking to ensure those 7.5 million Americans are forced to look elsewhere for work.

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## Recycling

EPA Accepting Comments on the Draft National Recycling Strategy; Holding Webinar October 24

<https://www.naco.org/blog/epa-accepting-comments-draft-national-recycling-strategy-holding-webinar-october-24>

By Zach George, Adam Pugh Oct. 20, 2020

### KEY TAKEAWAYS

EPA recently released a draft National Recycling Strategy and is now seeking public comments through December 4; EPA to host free webinar on October 27 for individuals considering submitting comments

The draft National Recycling Strategy identifies strategic objectives and actions needed to create a stronger, more resilient and cost-effective U.S. municipal solid waste recycling system

County governments play an essential role in the nation's recycling systems, as local governments are the primary provider of waste management services across the country

The U.S. Environmental Protection Agency (EPA) recently released a draft National Recycling Strategy and is seeking public comments through December 4. The draft National Recycling Strategy identifies strategic objectives and actions needed to create a stronger, more resilient and cost-effective U.S. municipal solid waste recycling system. The agency is hosting a free webinar on Tuesday, October 27 from 3:00 p.m. – 4:00 p.m. Eastern Time for those considering submitting public comments. The webinar will provide participants an overview of the draft National Recycling Strategy, and key questions EPA hopes commenters will answer. [Click here to register.](#)

The draft National Recycling Strategy aims to address the challenges facing the U.S. recycling system, including: confusion about what materials can be recycled, recycling infrastructure that has not kept pace with today's diverse and changing waste stream, reduced markets for recycled materials and varying methodologies to measure recycling system performance. The draft strategy identifies actions to address these challenges that build on the collaborative efforts by stakeholders from across the recycling system that began under the National Framework, which are organized under three strategic objectives:

- Reduce contamination in the recycling stream
- Increase processing efficiency
- Improve markets

The National Recycling Strategy, when finalized, will be aligned with and support implementation of the national recycling goals, which EPA intends to announce in November 2020.

County governments play an essential role in the nation's recycling systems, as local governments are the primary provider of waste management services across the country. Counties have the authority and responsibility to undertake solid waste management activities, such as operating waste facilities, recycling centers, residential and commercial waste collection, landfills, combustors and transfer stations. On February 5, 2020, NACo testified before the U.S. House Appropriations Committee's Subcommittee on Interior, Environment and Related Agencies during a hearing on the opportunities and challenges for improving community recycling programs.

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## Sustainability

Trump Administration Welcomes Amazon to the US Food Loss and Waste 2030 Champions

<https://www.perishablenews.com/retailfoodservice/trump-administration-welcomes-amazon-to-the-u-s-food-loss-and-waste-2030-champions/>

USDA | Retail & FoodService | October 20, 2020

WASHINGTON — On World Food Day, U.S. Environmental Protection Agency (EPA) Administrator Andrew Wheeler and U.S. Department of Agriculture (USDA) Secretary Sonny Perdue welcomed Amazon as a new member of the U.S. Food Loss and Waste 2030 Champions. Champions are U.S. businesses and organizations that pledge to reduce food loss and waste in their own operations by 50 percent by the year 2030. The commitment and action of these businesses will help the U.S. move closer to the national goal, protect and save valuable resources, and improve food system efficiencies while reducing waste.

“The Trump Administration is leading the way in combating food waste, and the addition of Amazon to our Food Loss and Waste 2030 Champions will go a long way toward us reaching our 2030 goals,” said EPA Administrator Andrew Wheeler. “Currently, over one-third of all food goes uneaten through loss or waste. That amount of loss is just too high, and as this Champions list expands, we will start to see real improvements in the way America manages its food.”

“Businesses are leaders in innovation, and we applaud Amazon for taking a leadership role in reducing food loss and waste,” said U.S. Secretary of Agriculture Sonny Perdue. “We encourage more manufacturers, grocers, restaurants, and other businesses to become U.S. Food Loss and Waste 2030 Champions.”

Amazon joins a list of existing champions, which includes: Ahold Delhaize, Aramark, Blue Apron, Bon Appetit, Browns Superstores, Campbells, Compass Group, ConAgra, Farmstead, General Mills, Giant Eagle, Hello Fresh, Hilton, Kellogg’s, Kroger, Las Vegas Sands, Marley Spoon, MGM Resorts, Mom’s Organic Market, Pepsico, Sodexo, Sprouts, The Wendy’s Company, Unilever, Walmart, Walt Disney World, Wegmans, Weis, Whitsons and Yum! Brands.

#### ONGOING FEDERAL FOOD WASTE REDUCTION EFFORTS

USDA has taken significant steps to highlight the need to reduce food waste nationally. In October 2018, USDA, EPA, and the U.S. Food and Drug Administration (FDA) signed a formal agreement to align efforts across the federal government to educate consumers, engage stakeholders, and develop and evaluate solutions to food loss and waste. In May 2020, the agencies updated the federal interagency strategy by listing contributing efforts in each of the priority action areas:

1. Priority Area 1: Enhance Interagency Coordination
2. Priority Area 2: Increase Consumer Education and Outreach Efforts
3. Priority Area 3: Improve Coordination and Guidance on Food Loss and Waste Measurement
4. Priority Area 4: Clarify and Communicate Information on Food Safety, Food Date Labels, and Food Donations
5. Priority Area 5: Collaborate with Private Industry to Reduce Food Loss and Waste Across the Supply Chain
6. Priority Area 6: Encourage Food Waste Reduction by Federal Agencies in their Respective Facilities

For more information on the Winning on Reducing Food Waste Initiative, visit:

[www.epa.gov/sustainable-management-food](http://www.epa.gov/sustainable-management-food)

[www.usda.gov/foodlossandwaste](http://www.usda.gov/foodlossandwaste)

[www.fda.gov/food/consumers/food-loss-and-waste](http://www.fda.gov/food/consumers/food-loss-and-waste)

#### BACKGROUND

Meeting the national goal of cutting food waste in half by 2030 will take a sustained commitment from everyone. Success requires action from the entire food system including the food industry, and the U.S. 2030 Food Loss and Waste Champions group can help lead the way.

#### Facts about food waste:

- EPA estimates that more food (over 75 billion pounds) reaches landfills and combustion facilities than any other material in everyday trash, constituting 22% of discarded municipal solid waste.
- Landfills are the third largest source of human-related methane emissions in the United States.
- Food waste not only impacts landfill space and emissions, it hurts the economy. USDA estimates the value of food loss and waste for retailers and consumers each year to be over \$161 billion.
- Food waste consumes 21% of all fresh water globally.
- Wasted food also results in unnecessary, excess expenditures of U.S. domestic energy resources.

Details on becoming a U.S. Food Loss and Waste 2030 Champion can be found at:  
[www.usda.gov/foodlossandwaste/champions](http://www.usda.gov/foodlossandwaste/champions) and [www.epa.gov/sustainable-management-food/united-states-food-loss-and-waste-2030-champions](http://www.epa.gov/sustainable-management-food/united-states-food-loss-and-waste-2030-champions).

Businesses not in a position to make the 50 percent reduction commitment may be interested in participating in EPA's Food Recovery Challenge: [www.epa.gov/sustainable-management-food/food-recovery-challenge-frc](http://www.epa.gov/sustainable-management-food/food-recovery-challenge-frc). State, local, tribal and territorial governments interested in making a commitment to food waste reduction can sign the Winning on Reducing Food Waste pledge.

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## **Waste**

[EPA Begins Step 1 Household Hazardous Waste Removal Operations in Jackson County, Oregon](https://www.oregon.gov/newsroom/Pages/NewsDetail.aspx?newsid=37581)  
<https://www.oregon.gov/newsroom/Pages/NewsDetail.aspx?newsid=37581>

October 20, 2020

Recovery work expected to take place between 7 a.m. and 7 p.m., seven days a week

Salem, OR—(Salem, OR – October 20, 2020) At the request of the State of Oregon and the Federal Emergency Management Agency, the U.S. Environmental Protection Agency has begun the work to survey, remove and dispose of household hazardous waste (HHW) from properties in eight counties affected by the Oregon wildfires. This HHW removal is Step 1 of the overall response and is available at no cost to property owners.

Fire-affected Oregon property owners now have a dedicated phone number - 541-225-5549 - to ask questions about EPA's removal of household hazardous waste at their property or provide additional details about their property that will help speed the EPA removal work. The hotline offers service in both English and Spanish.

The removal of household hazardous waste is required before the property can be cleared of ash and debris. Property owners who have not already completed a "Right of Entry" (ROE) form with their county are strongly encouraged to do so to help speed cleanup operations in their area. See: Oregon's Wildfire Cleanup website for more information on the needed forms.

EPA cleanup crews are now assessing and removing household hazardous wastes including products like paint, cleaners, solvents, pesticides, fuel, oil, batteries, and pressurized tanks.

Once completed, EPA will post a sign indicating they've completed Step 1. See: Jackson County's Wildfire Recovery website to sign your ROE for household hazardous waste removal.

EPA never asks for personal information like your immigration status, Social Security number, or bank account numbers. Property owners can visit Oregon's Wildfire Resources for Home and Business Owners for tips on rebuilding after Steps 1 and 2 are complete.

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Contact Info:

Mark MacIntyre

EPA-Seattle

206-553-7302

[macintyre.mark@epa.gov](mailto:macintyre.mark@epa.gov)

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## **Waste**

[EPA permit may curb phosphorous discharge from fish hatchery](https://apnews.com/article/environment-new-hampshire-fish-pollution-3114d5f254d598f1b4416297e6765743)

<https://apnews.com/article/environment-new-hampshire-fish-pollution-3114d5f254d598f1b4416297e6765743>

20 minutes ago

NEW DURHAM, N.H. (AP) — A new federal water permit for a New Hampshire fish hatchery that has been accused of polluting local waterways could cut the amount of phosphorous the hatchery can discharge in half.

The permit for the Powder Mill Fish Hatchery, in New Durham, could lead to costly upgrades to the facility's wastewater system and could be implemented as soon as 2021 if no appeals are filed in the next month, New Hampshire Public Radio report.

The new permit lowers the Environmental Protection Agency's limit on how much phosphorous the hatchery can put in the lake from 25 to 12 parts per billion.

The hatchery is accused in a federal lawsuit by the Conservation Law Foundation of degrading the Merrymeeting River with fish waste it discharges, leading to harmful algae blooms, decreased property values and limited recreation.

The state Department of Fish & Game and Environmental Services argues that the hatchery has been in compliance with its permit that was years overdue for an update.

The state has implemented short-term changes to improve discharge including changing to lower-phosphorus fish food, moving some fish to other hatcheries, and storing waste for land application as fertilizer instead of putting it into the river.

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## Waste

EPA releases federal marine litter strategy

<https://chemweek.com/CW/Document/114702/EPA-releases-federal-marine-litter-strategy>

14:55 PM | October 20, 2020 | Rebecca Coons

The US EPA on Monday released a federal strategy for addressing marine litter that includes broad efforts to incentivize recycling and build infrastructure both domestically and overseas.

"Internationally, up to 28 billion pounds of waste makes it into our oceans every year, harming marine life and coastal economies," says EPA Administrator Andrew Wheeler. "Marine litter is a top priority for this Administration, and working together with our global partners, we aim to solve the current growing marine litter problem in our shared oceans."

According to EPA, five countries in Asia—China, Indonesia, the Philippines, Thailand, and Vietnam—account for over half of the plastic waste input into the ocean. The majority of marine litter comes from land-based sources such as littering and the mismanagement of waste and the most effective way to combat marine litter is to prevent and reduce land-based sources of waste from entering our oceans in the first place.

The federal strategy highlights four pillars for addressing marine litter: building capacity, incentivizing the global recycling market, promoting research and development, and promoting marine litter removal. It also identifies existing US legal authorities and federal programs already underway, such as a collaboration between EPA, the US Agency for International Development (USAID), the Alliance to End Plastic Waste, and the National Oceanic and Atmospheric Administration (NOAA) to implement innovative programs and finance initiatives around the world to provide approaches and tools to countries that are struggling with this problem. Domestically, through EPA's Trash Free Waters program, EPA works directly with states, municipalities, and businesses to reduce litter, prevent trash from entering waterways, and capture trash that is already in our waters. Currently, over 50 partnership projects are active across the US.

To date, NOAA's Marine Debris Program has provided over \$24 million in funding to local partners for prevention, removal, and research initiatives to address marine debris. Thus far, the program has resulted in the removal of over 22,000 metric tons of marine debris from U.S. waters, engaged with more than 65,000 students on marine debris prevention activities, developed 12 marine debris response guides and 11 regional action plans.

In addition, President Trump's 2021 and 2022 budget proposals include over \$7 million in funding for EPA to address marine litter domestically and internationally. The funding would allow EPA to expand the international Trash Free Waters program to large source countries, which are located in southeast Asia. The funding would also allow the expansion of the domestic trash free waters program allowing for even more domestic place-based projects.

American Chemistry Council welcomed the federal strategy, saying better global coordination is critical to strengthening the response to plastic waste and creating a circular economy for plastics. "The Environmental Protection Agency's (EPA) newly introduced strategy will implement the Save Our Seas Act, bringing to bear the expertise of NOAA, EPA, USAID, DOE, and other federal agencies to help keep used plastics out of our ocean," says Joshua Baca, vice president of ACC's Plastics Division, in a statement. "We actively support the bipartisan Save Our Seas (SOS) Act (versions 1.0 and 2.0), as well as the RECOVER Act, the RECYCLE Act, and the PLASTICS Act, which seeks to reduce ocean plastics by encouraging innovative, market-based solutions and catalyzing private capital to enable the development of integrated waste management systems and strengthen markets for recycling materials."

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## Water

EPA Awards Maryland Over \$20M in Drinking Water Improvement Projects

<https://www.wrde.com/story/42791299/epa-awards-maryland-over-dollar20m-in-drinking-water-improvement-projects>

BALTIMORE, Md.- The U.S. Environmental Protection Agency today announced it has awarded \$20,170,000 to Maryland for drinking water improvement projects throughout the state.

This grant, along with \$4 million in state matching funds, further capitalizes on Maryland's Drinking Water State Revolving Fund (DWSRF) Program that provides low interest loans to communities for drinking water projects.

The grant money will be combined with repayments from prior loans and interest earnings to provide direct funding to communities.

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## Water

Lead & Copper Corrosion Control Program Update | City of Portsmouth

<https://patch.com/new-hampshire/portsmouth-nh/city-portsmouth-shared-lead-copper-corrosion-control-program-update>

If you would like to share the guide with your community, please contact Amy Rousseau at (603) 271-0893.

By Press Release Desk, News Partner

Oct 20, 2020 12:20 pm ET

Press release from the City of Portsmouth:

October 19, 2020

PROTECT YOUR TAP: 10-minute lead test

The U.S. EPA and NHDES created the Protect Your Tap: 10-minute lead test, an online guide that walks homeowners through a series of steps to see if they have lead pipes bringing water into their home, how to reduce their exposure to lead and how to get their water tested. If you would like to share the guide with your community, please contact Amy Rousseau at (603) 271-0893 or [amy.rousseau@des.nh.gov](mailto:amy.rousseau@des.nh.gov) for more information.

The City of Portsmouth implemented a Lead & Copper Corrosion Control Program in 2003 and has been in compliance requirements since its inception. Recent sampling conducted in 2020 of 31 taps throughout the Portsmouth water system resulted in only four locations with measurable concentrations of lead and 27 locations with no lead detected.

The general purpose of the Lead & Copper Corrosion Control Program is to minimize the potential for water supplied by the City to leach potentially harmful metals such as lead and copper from pipes, fixtures and solder containing lead. The primary source of lead and copper in drinking water is plumbing systems in houses and other privately owned buildings. The City of Portsmouth water supply sources do not contain measureable quantities of lead.

The following is a summary of the lead and copper compliance testing results and sampling schedule for the Portsmouth Water System since the Corrosion Control Program has been in place:

#### Health Impact of Lead

Health impacts due to the consumption of lead or copper via drinking water have been well documented. Lead exposure is known to cause internal organ damage, behavioral disorders, an increased risk of heart disease, and an interference with physical development of infants. Copper has the potential to cause gastrointestinal disturbance from short-term exposure and liver or kidney damage from long-term exposure. In response to these health impacts, the EPA set maximum levels to protect public health at 15 parts-per-billion (ppb) for lead and 1.3 parts-per-million for copper, respectively at the 90th percentile of public water system samples.

#### Corrosion Control Inhibitor

To reduce the potential for City water to leach lead and copper from plumbing systems, a corrosion control inhibitor is added to the water supply. The corrosion inhibitor used by the City of Portsmouth is an orthophosphate/polyphosphate blended chemical that is a National Sanitation Foundation (NSF) Standard 60 additive approved for drinking water. The inhibitor creates a coating on the walls of distribution pipes and house plumbing to minimize the potential for metals (including lead and copper) to leach from pipes into the drinking water. It adds no noticeable taste to water. The optimized concentration in the Portsmouth water distribution system is 1 mg/L – as orthophosphate.

#### Ongoing Monitoring

Portsmouth Water Treatment Operators continuously monitor the concentration of orthophosphate in the system. Automated analyzers, field measurements and laboratory verification samples are analyzed to ensure optimized concentrations are maintained in the system. Water quality parameters that are factors in the corrosivity of water include alkalinity, hardness, dissolved solids, and pH. These parameters are monitored quarterly from the supply sources and selected locations throughout the distribution system.

#### Compliance Sampling

As part of the Corrosion Control Program development, locations of representative residential household sampling sites were identified based on the three tier priority ranking defined by the US Environmental Protection Agency (USEPA). Only those sampling sites that are approved by the New Hampshire Department of Environmental Services (NHDES) can be used for compliance sampling. The tiered priorities are based upon the following site characteristics:

Single-family structures containing copper pipes with lead solder installed after 1982 but before 1988, or containing lead pipes, or are served by lead service lines.

Buildings including multiple-family structures containing copper pipes with lead solder installed after 1982 but before 1988, or are service by lead service lines.

Single-family structures containing copper pipes with lead solder installed before 1983.

During the first two years of the Corrosion Control Program, lead and copper compliance samples were collected two times per year at the 30 selected sampling sites. Upon confirmation of the effectiveness of the Corrosion Control Program, sampling was reduced to annually from 2005 through 2007, and to every three years thereafter.

In 2018, due to the upgrade at our Greenland Well facility, the City of Portsmouth was required to sample 60 residences for lead and copper twice in 2018 (January to June, and July to December). This sampling requirement has now been reduced to 30 residencies, every year. The City of Portsmouth Water Division collected samples in 2019 and the most recent round of lead and copper samples were collected in the third quarter of 2020 (July to September).

Thirty-one sites were sampled in 2020. Of these, 27 sites were "non-detect" for lead, three sites were below 5 ppb, and one site, which was the highest measured concentration this year, had 7 ppb of lead.

## Public Outreach

All of the participants in the residential compliance sampling program receive results of the lead and copper analyses with an explanation. Lead and copper results are available on the NHDES OneStop website:  
<http://des.nh.gov/onestop/index.htm>

Information about Portsmouth's Corrosion Control Program has been distributed annually since its inception. Lead and copper information is summarized on the Portsmouth Water Division Annual Water Quality Reports:  
<https://www.cityofportsmouth.com/publicworks/water/drinking-water-quality>

Additional information about lead and copper corrosion control is available from the NHDES:  
<http://des.nh.gov/organization/divisions/water/dwgb/lead-copper/index.htm>

And from the EPA:  
<http://www.epa.gov/dwreginfo/lead-and-copper-rule#additional-resources>

## Testing Lead in Drinking Water in Schools and Daycares

New Hampshire Senate Bill 247 was signed into law on February 8, 2018. This law requires, among other actions, that all schools and licensed childcare facilities test lead in drinking water at all locations where water is available for consumption by children. The first round of testing was required to be completed by July 1, 2019, and every 5 years thereafter, until at least 3 rounds are below the standard. Any locations showing 15 ppb or higher must be remediated. City of Portsmouth water staff have previously assisted the City's school department in a sampling effort performed in 2016. All Portsmouth schools had their water tested and any with detections were evaluated for plumbing replacements.

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## Water

US Environmental Protection Agency announces \$156m water infra loan for City of Memphis

<https://www.waterbriefingglobal.org/us-environmental-protection-agency-announces-156m-water-infra-loan-for-city-of-memphis/>

October 20, 2020

The U.S. Environmental Protection Agency (EPA) has announced a \$156 million Water Infrastructure Finance and Innovation Act (WIFIA) loan to the City of Memphis, Tennessee, for upgrades to the T.E. Maxson Wastewater Treatment Facility.

Administrator Mary S. Walker signed a Memorandum of Understanding (MOU) with Commissioner Charlie Hatcher, D.V.M. of the Tennessee Department of Agriculture (TDA) to establish collaborative efforts and foster relationships between agencies.

Mary S. Walker commented: "This MOU with the Tennessee Department of Agriculture establishes a framework for our agencies to collaborate better, enhance training opportunities, focus on accomplishing mutual goals, and further common interests in protecting the environment."

TDA Commissioner Charlie Hatcher, D.V.M. said the agreement would further enhance efforts to provide the right tools and resources producers need to ensure their productivity and viability for years to come.

The MOU between EPA and the Tennessee Department of Agriculture includes education and outreach; communication/coordination; and recognition of environmental stewardship activities.

Farming dominates the Tennessee's landscape, with approximately 77,300 farms covering 10.8 million acres, or 41% of the state's 26.4 million land acres.